



City of Seattle

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Gregory J. Nickels, Mayor  
**Department of Planning and Development**  
D. M. Sugimura, Director

**CITY OF SEATTLE  
ANALYSIS AND DECISION OF THE DIRECTOR  
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

**Application Number:** 2307517  
**Applicant Name:** Milton Won  
**Address of Proposal:** 1001 3<sup>rd</sup> Ave

**SUMMARY OF PROPOSED ACTION**

Master Use Permit for future construction and alteration to parking levels B and C of existing building to add 37 attendant parking spaces.

The following approval is required:

**SEPA - Environmental Determination** - Chapter 25.05, Seattle Municipal Code.

**SEPA DETERMINATION:**      ☐ Exempt   ☒ DNS\*   ☐ MDNS   ☐ EIS  
   ☐ DNS with conditions  
   ☐ DNS involving non-exempt grading,  
   or demolition, or another agency with jurisdiction.

\*Early Review DNS Notice (11/13/03)

**BACKGROUND DATA**

**Site and Vicinity Description**

The proposal site is located on the west side of 3<sup>rd</sup> Ave between Madison St. and Spring St, lying east of the existing alley. The site is 26,640 square feet in size and is currently developed with a 13 story building containing a mix of retail, restaurant, and administrative office uses. Accessory attendant parking for 117 vehicles is provided in a three level parking garage, two of which are below grade. Vehicles enter the garage from Madison St. Queuing is possible for three vehicles between the sidewalk and the access gate. Once inside, internal queuing for up to 20 vehicles is available where the customers turn over the vehicles to the parking attendant who in turn parks the vehicle. Garage exiting occurs onto Seneca St. Two loading berths access the garage via the alley.

The zoning of the subject site is Downtown Office Core 1 with a 450 foot height limit (DOC 1 – 450') and is located in an Urban Village Center (UVC) in the Downtown Fire District. Surrounding properties have the same zoning and are developed with a mix of primarily office buildings with ground level retail and restaurant uses.

### Proposal Description

The applicant proposes to increase the number of attendant parking stalls within an existing accessory parking garage by removing a two story Metro equipment room and utilizing adjacent space. On Level C, walls are being demolished to expand available floor area and to provide 14 new parking spaces. Infilling of the second story Metro equipment room area on Level B will provide 23 additional parking spaces, for a total of 37 newly created attendant parking stalls. Total capacity of the expanded parking garage will be 154 spaces.

### Public Comments

The public comment period for this project ended on November 26, 2003. No comments were received.

### **ANALYSIS - SEPA**

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated November 3, 2003 and annotated by the Department on November 25, 2003. The information in the checklist, project plans and the experience of DPD (the lead agency) with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

### Short-term Impacts

The following temporary or construction related impacts are expected: decreased air quality within the parking garage due to suspended particles and dust created through removal of Metro equipment and walls enclosing the equipment room; noise due to the same construction activities; and a potential for increased traffic and parking impacts due to construction worker vehicles and material deliveries. Several adopted codes and/or ordinances provide mitigation for the identified impacts. Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Compliance with these applicable codes and ordinances will reduce or eliminate the short-term impacts to the environment to the extent that they will be sufficient without conditioning pursuant to SEPA policies. Further analysis of some of the short-term impacts are warranted

### Construction and Noise

Construction activities will be limited to interior work only on the two lowest levels (B and C) of the existing parking garage with work being scheduled to occur between 11 p.m. and 7 a.m.. Removal of walls and construction debris and delivery trucks could create a slight increase in noise in the immediate vicinity of the alley. Due to the hours construction and deliveries are to occur, and the lack of residential or lodging uses in the immediate vicinity, noise impacts should be adequately mitigated. The Noise Ordinance provides additional regulations to mitigate any impacts. The need for additional mitigation is not warranted.

### Traffic and Parking

Construction activities are scheduled to occur between 11 p.m. and 7 a.m. to minimize interference with parking garage traffic. The overall completion timeframe is anticipated to be 8 ½ weeks. Delivery of construction materials will occur via the alley loading dock. A representative of the construction company (Lease Crutcher Lewis) will be on site to coordinate alley traffic and deliveries as well as expedite the off load of construction materials which will be stored within the confines of the parking garage. Lease Crutcher Lewis anticipates the maximum number of workers employed by the construction project on a given day will be between 35 and 40 people. Construction worker vehicles will be stored within the garage. Due to the construction activities occurring during nighttime hours and within the confines of the existing building, adverse impacts are not anticipated.

### Long-term Impacts

Long term or use-related impacts that are anticipated as a result of approval of this proposal are limited to increased traffic in the immediate vicinity; specifically queuing and its potential impact to traffic circulation on Madison St. This impact is not considered significant, however further discussion is warranted.

In 1995, the building was substantially remodeled and expanded (MUP 9700875). A condition imposed by DPD (formerly DCLU) was that a Transportation Management Program (TMP) be implemented. The goal of the TMP was for a daily single occupancy vehicle rate of 50%. According to Fidel Alvarez, Seattle Department of Transportation (SDOT), the site has been meeting the TMP goal.

Transportation Solutions Inc. performed the original traffic study for the project cited above. An updated analysis of garage functionality and the potential impacts due to increased parking capacity was provided by David W. Johnson of Transportation Solutions Inc.

Mr. Johnson concluded that the additional parking could increase the number of vehicles entering the garage during peak periods but because of the operational characteristics of the garage it is highly unlikely that the increase could result in a queue that would extend into the right of way. At the entrance to the garage off Seneca St., it is possible for three cars to be in the queue (one at the ticket machine and gate arm and two behind. Between the gate arm and the garage office, there is capacity for ten vehicles to be in the queue, where patrons turn over their vehicles to the valet service for parking. Observation of the operation by Mr. Johnson as well as parking management staff confirmed that there is never more than one vehicle at the gate entering the garage and during peak periods the demand for interior queuing spaces is three or

four. Impact to the traffic circulation does not seem likely therefore, no additional mitigation will be required.

### **DECISION - SEPA**

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 2c.

[ ] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2c.

### **CONDITIONS - SEPA**

None.

Signature: (signature on file) Date: March 1, 2004  
Cheryl Mosteller, Senior Land Use Planner for  
Department of Planning and Development